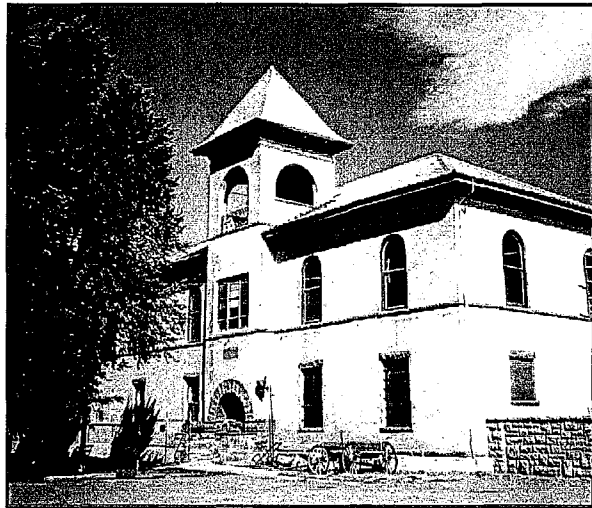




## INTRODUCTION

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# INTRODUCTION AND SUMMARY



The Holbrook Municipal Airport Master Plan was a cooperative effort between the City of Holbrook and the Arizona Department of Transportation, Aeronautics Division (ADOT). This Airport Master Plan is a comprehensive study providing an analysis of airport needs, defining its role within the regional airport system, and evaluating alternatives with the purpose of providing direction for the future development of this facility.

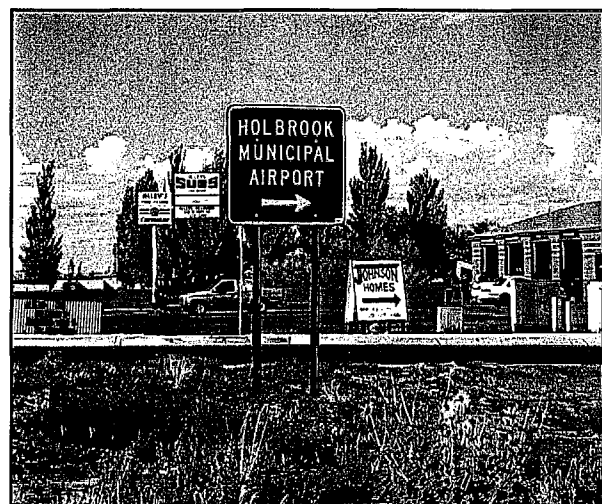
This Master Plan is evidence that the City of Holbrook recognizes the importance of the Holbrook Municipal Airport to both the community and the region, as well as the associated challenges inherent in accommodating future aviation needs. The cost of maintaining an airport is an investment which yields impressive benefits to a community. By maintaining a sound and flexible Master Plan, Holbrook Municipal Airport will contin-

ue to be a major economic asset and a source of pride to the residents of the City of Holbrook.

This Master Plan will replace the previous Airport Master Plan which was completed in 1989. It is common for communities to periodically update their airport's Master Plan so that the airport can provide adequate facilities to meet demand placed upon them, as well as to address changing conditions.

## *MASTER PLAN OBJECTIVES*

The primary objective of the Airport Master Plan is to formulate and maintain a long-term development program which will yield a safe, efficient, economical, and environmentally acceptable air transportation facility. The accomplishment of this objective requires the evaluation of the existing



airport and determination of what actions should be taken to maintain an adequate, safe, and reliable airport facility to meet the needs of the area. This Master Plan will provide an outline of the necessary development and give responsible officials advance notice of future airport funding needs so that appropriate steps can be taken to assure that adequate funds are budgeted and planned.

Specific objectives of the Master Plan are:

- Determine projected needs of airport users through the year 2020.
- Examine commercial air service potential.
- To identify infrastructure needs.
- To evaluate development which will enhance the airport's capacity to the maximum extent possible.
- To ensure that future development is environmentally compatible.
- To coordinate this Master Plan with local, regional, state, and federal agencies.
- To develop active and productive public involvement through the planning process.

To accomplish the objectives of this study, the Master Plan:

- Inventories and analyzes data pertinent to the airport, its environs, and the area it serves.

- Collects and analyzes general economic factors and evaluates the area's aviation activity.
- Forecasts aviation activity through the year 2020.
- Determines existing and future facility requirements for the airport.
- Examines alternative ways the required facilities can be provided.
- Proposes an airport layout plan which is compatible with both aviation demands and the local environment.
- Schedules priorities, phases proposed development, and estimates development costs.
- Identifies and evaluates capital improvement funding sources.

The Airport Master Plan for Holbrook Municipal Airport is funded by the Arizona Department of Transportation, Aeronautics Division, and the City of Holbrook. Technical work was conducted by Coffman Associates, Inc. In addition, a Planning Advisory Committee (PAC) was established to review draft materials on the project and provide comments and input throughout the study. This was done to aid the City in developing a realistic, viable plan. The members of the PAC included City of Holbrook staff, local citizens, airport users, FAA and ADOT representatives, and local, state, and national pilot and aviation organizations. Public information workshops were also held to allow the public to provide input and learn about the study, its findings, and its recommendations.

## **MASTER PLAN RECOMMENDATIONS**

Holbrook Municipal Airport, as an integral part of the local, regional, and national air transportation system, must provide essential aviation services to the community but can also play an important role in the overall economic development of the local community. This Master Plan provides recommendations as to the future orderly development of essential airport facilities as well as guidance in increasing the economic benefit of the airport to the community.

The major recommendations of the Master Plan are as follows:

### **Airside:**

- Construct a paved crosswind runway to replace the existing turf runway. A paved crosswind runway is needed to provide a safe landing alternative for aircraft when conditions are not favorable to landing on Runway 3-21. As planned, the crosswind runway would be constructed in the same alignment as the existing turf runway. The Runway 29 threshold would be relocated to the northwest to provide a clear approach over Navajo Boulevard and place the required runway protection zone on airport property. Federal Aviation Administration (FAA) guidelines require the RPZ to be under the control of the airport and clear of incompatible land uses such as residential and commercial development. The paved crosswind runway is planned to be 4,900 feet long, 60 feet wide and served by a full-length parallel taxiway.
- Shift the Runway 3 threshold to the northeast to place the required runway protection zone on airport property. Add 1,302 feet to the Runway 21 end to replace the pavement lost by relocating the Runway 3 end and meet runway length requirements established by the FAA. This improvement has the added advantage of reducing aircraft noise caused by aircraft overflights as the aircraft flight path would be at a higher altitude over residential development southwest of Mission Lane. This also reduces height restrictions on development in this area.
- Acquire approximately 146 acres of both publicly-owned and privately-owned property to protect runway safety areas and provide for the development of the crosswind runway, and to shift Runway 3-21 to the northeast.
- Upgrade the existing Runway 3-21 pavement strength to accommodate larger business aircraft.
- Establish Global Positioning System (GPS) approaches to each end of Runway 3-21. GPS approaches assist pilots in locating and landing at the airport when visibility and cloud ceilings are reduced. This increases the reliability and convenience of the airport by reducing the amount of time the airport is inaccessible due to inclement weather.
- Relocate Taxiway A 40 feet east to meet FAA design requirements for runway/taxiway separation distance.

- Install automated weather observation and reporting equipment to provide pilots with current weather details.
- Relocate the existing segmented circle/windcone to conform with FAA object free area standards.
- Establish Height and Hazard zoning to protect the approach paths to each runway end as recommended by the FAA. These safety areas are depicted on the Airport Airspace Drawing (Sheet 2 of 10) located in Appendix E.
- Establish and Airport Influence Area in accordance with State of Arizona laws. The Airport Influence Area aids in notifying land owners that they are in an area subject to aircraft noise and overflight. The Airport Influence Area is recommended to comprise the horizontal surface depicted on the Airport Airspace Drawing (Sheet 2 of 10) located in Appendix E.
- Reserve property near the future public terminal building for the development of large clear span hangar facilities. These type of facilities are typically used by businesses providing commercial general aviation services such as aircraft maintenance, flight training and charter.
- Expand the existing apron to the northeast to provide additional aircraft tiedown areas and for T-hangar expansion.
- Reserve an area east of the existing helipad for individual hangar development. Full development of the planned parcels will eventually cause the removal of the existing house and hangar/terminal facility.
- Construct an aircraft wash/maintenance facility along apron east of the existing helipad to provide a single area for the proper disposal of aircraft cleaning fluids and water.

#### **Landside:**

- Develop a public terminal building along the eastern edge of the existing aircraft parking apron.
- Develop a consolidated fuel farm (providing both 100LL and Jet-A) near the future public terminal building.
- Reserve property along Navajo Boulevard and Mission Lane for aviation-related and non-aviation related industrial/commercial development.
- Reserve property south of Runway 11-29 for the development of a recreational facility. This area is intended for aircraft-only access to camping facilities.